



Q&A IATA Recommended Practice Per-Passenger CO2 Calculation Methodology

Q: Will the Methodology be available for the public to use?

A: Pending approval by IATA standard setting body, the Passenger Standards Conference (PSC), the Methodology will be available to all passengers, airlines, travel and tourism stakeholders, or any other organization that wants to use the methodology as basis for calculating per passenger CO2 emissions. However, for the Methodology to be the most accurate, it needs to be used in combination with verified airline operational data.

Q: Will you publish the Methodology?

A: Yes, the approved Recommended Practice Methodology will be published on IATA's webpage and therefore accessible to everyone. A large number of travel providers, travel agents and corporate travel management companies have expressed interest in adopting the Methodology to calculate passenger CO2 emissions going forward.

Q: How was this methodology developed?

A: The plethora of carbon calculation methodologies with varying results creates confusion and dents consumer confidence. Aviation is committed to achieving net zero by 2050. By creating an accepted industry standard for calculating aviation's carbon emissions, we are putting in place an essential support to achieve this goal. The IATA Passenger CO2 Calculation Methodology is the most authoritative tool and it is ready for airlines, travel agents, and passengers to adopt.

As travelers, corporate travel managers, and travel agents are increasingly demanding precise flight CO2 emission information, an accurate and standardized calculation methodology is critical. This is particularly true in the corporate sector where such calculations are needed to underpin voluntary emissions reductions targets. The objective of the industry RP is to harmonize the calculation of CO2 and to allow comparability across the different provider of CO2 information.

IATA's Recommended Practice Per-Passenger CO2 Calculation Methodology was developed together with an airline working group consisting of 20 major airlines. Major aircraft manufacturers validated the Methodology as it was being developed. In parallel, IATA consulted and discussed with various stakeholders across the industry, including international standards-setting bodies; and major freight forwarders and shippers.

IATA's Recommended Practice Per-Passenger CO2 Calculation Methodology is pending a vote by member airlines of the IATA Passenger Services Conference, which will take place end of March. Once adopted, the declaration of effectiveness for the Recommended Practice will follow customary regulatory filing obligations. More details about the CO2 Methodology will be released after the vote at the IATA Passenger Services Conference

Q: Is this Methodology approved by all IATA members?

A: IATA's Recommended Practice Per-Passenger CO2 Calculation Methodology is pending a vote by member airlines of the IATA Passenger Services Conference, which will take place end of March. Once adopted, the declaration of effectiveness for the Recommended Practice will follow customary regulatory filing obligations.

Q: How does the IATA Methodology ensure a more accurate calculation of air travel CO2?

A: IATA's Methodology takes into account the following factors:

- Guidance on fuel measurement, aligned with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
- Clearly defined scope to calculate CO2 emissions in relation to airlines' flying activities.
- Guidance on non-CO2 related emissions and Radiative Forcing Index (RFI)



- Weight based calculation principle: allocation of CO2 emission by passenger and belly cargo
- Guidance on passenger weight, using actual and standard weight
- Emissions Factor for conversion of jet fuel consumption to CO2, fully aligned with CORSIA
- Cabin class weighting and multipliers to reflect different cabin configurations of airlines
- Guidance on Sustainable Aviation Fuel (SAF) and carbon offsets as part of the CO2 calculation.

Q: Does the methodology take into account radiative forcing, contrails, or other greenhouse effects of air travel?

A: The RP confines its calculation scope strictly to the fuel burn and CO2 emissions related to flight operations. However, the RP gives flexibility to include upstream CO2 emissions (i.e. emissions that are in relation to the production or transportation of jet fuel, as opposed to direct emissions, resulting from combustion during a flight), should this be required by local regulations and can be optionally added. In such case, it is important to follow the local guidelines for inclusion of upstream emissions. As part of the display of per-passenger emissions, it must be clearly indicated that upstream emissions were included in the calculation, specifying the factor used.

In addition, the RP provides a certain level of flexibility for airlines or other users of the RP Methodology when it comes to non-CO2 and non-aircraft emissions, or Radiative Forcing Index (RFI). While the RP does not recommend taking them into account, the user can display non-CO2 and non-aircraft emissions, and RFI, indicating that they were included in the calculation.

Q: Have any independent organizations reviewed or endorsed this methodology?

A: During the development phase of the Methodology, IATA consulted aircraft manufacturers to assess the Methodology. In parallel, IATA consulted with various stakeholders across the industry, including the International Organization for Standardization (ISO) to ensure that it is consistent and aligned with the High-Level Guidance for Aviation that ISO is in the process of developing; and 10 major freight forwarders and shippers.

In the past, external parties had expressed concern that without proper validation of the underlying data and its calculations, a risk of data errors could be introduced. Therefore, the RP recommends the validation or auditing of data by an external, independent verification organization. Typically, airlines are very familiar with such a process and have been complying with stringent Monitoring Reporting & Verification (MRV) and related audit requirements under CORSIA. In many cases the fuel burn data for international flights has been already audited as part of this process and would have to be complemented with audited domestic flight information, if applicable for an airline.

Q: If not, are you actively seeking any endorsement or third-party review?

A: We would welcome external organizations with expertise in this area to review and critique our methodology.

Q: Does IATA's methodology align with the ICAO's methodology? If not, how does it differ?

A: Some elements align and other important elements have been reviewed, updated and improved to reflect recent developments in the industry. For example, the allocation of fuel in relation to operational equipment weight and cabin class has been revised based on airline and aircraft manufacturer information, while guidance on SAF and carbon offsets has been included.

Q: Can this methodology be used in relation to industry offsetting or emissions trading requirements?

A: IATA's Recommended Practice Per-Passenger CO2 Calculation Methodology is a methodology that can only be used to calculate passenger CO2 emissions and can be useful as part of an airline or industry voluntary offset program. A carbon credit scheme, such as CORSIA tracks overall emissions by airline on international routes, whereas the CO2 calculation methodology offers guidance to calculate emissions on a per passenger basis. These are two different types of calculations.

Q: Is it your intention to link the calculator to any existing offsetting or carbon credit scheme?

A: IATA's Methodology provides per pax CO2 emissions calculation guidance and should not be mixed up with carbon offsetting schemes, unless as part of an airline or industry voluntary passenger offset program.

Q: Are you working with any partner businesses or organizations for them to use the methodology in their operations?

A: IATA is working with a number of travel companies, corporates and airlines who have expressed interest in adopting the methodology to use in their operations.